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AMENDMENTS TO THE SPECIFICATION:

Please amend the three full paragraphs starting on page 8 and ending on page 9 of the specification as follows:

According to a first aspect of the present invention, a magnetic motor includes a first motor assembly (e.g., a stator) and a second motor assembly (e.g., a shaft, a rotor). The first motor assembly includes a first bearing surface layer and a first magnet. The first magnet is fixed with respect to the first bearing surface layer. The first magnet is structured to generate a first magnetic field. The second motor assembly includes a second solid bearing surface layer in the form of a sleeve and a second magnet. The second bearing surface layer is located so that at least a portion of the second bearing surface layer is in contact with at least a portion of the first bearing surface layer. The second bearing surface layer includes a material that has relative magnetic permeability of x , wherein x is greater than 2.0. The second magnet is preferably fixed with respect to the second bearing surface layer. The second magnet is structured to generate a second magnetic field. The first and second motor assemblies are structured so that forces caused by the interaction of the first and second magnetic fields will cause the first motor assembly and the second motor assembly to move relative to each other. The first and second bearing surface layers are in moving contact to at least partially guide the relative motion of the first and second motor assemblies.

According to a further aspect of the present invention, a magnetic motor includes a first motor assembly and a second motor assembly. The first motor assembly includes a first bearing surface layer and a first magnet. The first magnet is fixed with respect to the first bearing surface layer. The first magnet is structured to generate a first magnetic field. The second motor assembly includes a second solid bearing surface layer and a second magnet. The

second bearing surface layer is located so that at least a portion of the second bearing surface layer is in contact with at least a portion of the first bearing surface layer. The second magnet is fixed with respect to the second bearing surface layer. The second magnet is structured to generate a second magnetic field. The first and second motor assemblies are structured so that forces caused by the interaction of the first and second magnetic fields will cause the first motor assembly and the second motor assembly to move relative to each other. The first and second bearing surface layers are in moving contact to at least partially guide the relative motion of the first and second motor assemblies. The second bearing surface layer has a magnetic permeability, shape and location so that at least a portion of the second bearing surface layer is magnetically saturated by a magnetic field of the second magnet.

According to a further aspect of the present invention, a magnetic motor includes a first motor assembly and a second motor assembly. The first motor assembly includes a first bearing surface layer and a first magnet. The first magnet is fixed with respect to the first bearing surface layer. The first magnet is structured to generate a first magnetic field. The second motor assembly includes a second solid bearing surface layer and a second magnet. The second bearing surface layer is located so that at least a portion of the second bearing surface layer is in contact with at least a portion of the first bearing surface layer. The second bearing surface layer includes a material that has residual magnetization of x , wherein x is greater than 500 Gauss. The second magnet is fixed with respect to the second bearing surface layer. The second magnet is structured to generate a second magnetic field. The first and second motor assemblies are structured so that forces caused by the interaction of the first and second magnetic fields will cause the first motor assembly and the second motor assembly to move relative to each other.

The first and second bearing surface layers are in moving contact to at least partially guide the relative motion of the first and second motor assemblies.